

4.4.2 Parking Provision

Policy DC 19

Parking Provision

Development proposals will be permitted where the provision of car parking accords with the local parking standards, set out in supporting text, that have been subjected to the following reduction multiplier:

Location	Multiplier
Designated Town Centre Area	0.5
Key Centre for Development and Change (Thetford)	0.7
Attleborough and Dereham	0.8
Swaffham and Watton	0.85
Local Service Centre villages and Snetterton Heath Employment Area	0.9

These reductions will not apply to any development that falls within Class C of the Use Class Order ⁽¹²⁾.

In addition to these location based parking standard reductions, a reduction in car parking standards will also be applied where it is considered to be in the interest of sustainable development and it has been identified in another Development Plan Document.

Development adjacent to corridors of movement will need to reflect the need for off-road parking provision in circumstances where it would ensure the satisfactory functioning of the highway network.

Car free developments, or those with very limited parking provision, will only be considered in town centres and/or where they are near to a public transport nodes.

The Council will consider flexibility in the application of parking standards where it can be demonstrated that there are particular site-based factors that would justify an exception. However, all parking areas will have at least one space for people/drivers with disabilities.

Reasoned Justification

4.109 National planning policy, specifically that contained within PPG13⁽¹³⁾ advocates sustainable development and measures to reduce the need to travel, particularly by private car, and modal shift. Modal shift is the change from single person private car use to more sustainable modes of transport including rail, public transport, walking and cycling. The policy seeks to minimise parking in locations that are well served by public transport and in town centres, and this is considered to be one of the most beneficial mechanisms in terms of promoting modal shift by encouraging cycling, walking and the use of public transport.

4.110 Car free or limited parking developments will only be considered where there are considerable opportunities for access by public transport. These will be supported in areas that can be considered as key public transport nodes where opportunities exist to utilise different forms of public transport in close proximity,

12 Town and Country Planning (Use Classes) Order 1987, as amended

13 Planning Policy Guidance Note 13: Transport (March 2001)



as well as areas where opportunities for multi-modal journeys can be made such as by bus and rail. The availability of sustainable transport options should be identified, and enhanced accessibility to developments by non-car modes should be secured through the aims of a Travel Plan, where provided.

4.111 The Council will consider flexibility in the application of parking standards multipliers, reflecting a wider view of the development as well as site-based characteristics that may result in the need to provide parking more closely aligned to the maximum level. This may include developments where there may be concerns that inappropriate on-street parking could lead to highway safety being compromised if reduction multipliers are applied rigidly. The need to deviate from the reduction multipliers should be demonstrated through a Transport Assessment.

4.112 Paragraph 51 of PPS3⁽¹⁴⁾ states that Local Authorities should, *inter alia*, develop residential parking policies for their areas that take account of expected levels of car ownership. The Council recognises the role of the car in Breckland and levels of car ownership. As such, the Council will not apply the above multipliers to developments that fall within Class C of the Use Classes Order⁽¹⁵⁾. Instead, the policy seeks to encourage sustainable modes of travel rather than reduced residential parking.

4.113 The requirement for parking provision for people with disabilities does not apply for residential development except where communal parking areas are used.

4.114 The Council will apply the minimum standards for cycle parking in new developments as set out in Appendix D 'Parking Standards'. These will not be the subject of any reductions as indicated for car parking standards in order to support cycling as a sustainable mode of transportation.

4.115 The standards that will be used to determine the level of parking that will be required for new development are set out in the table shown in Appendix D 'Parking Standards'.

14 Planning Policy Statement 3: Housing

15 Town and Country Planning (Use Classes) Order 1987, as amended